

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 06/29/1999**

DCA98MA002 File No. 1846	10/08/1997	MONTROSE, CO	Aircraft Reg No. N12022	Time (Local): 07:23 MDT
<div style="display: flex; justify-content: space-between;"><div><div>Make/Model: Cessna / 208B</div><div>Engine Make/Model: P&amp;W / PT6A-114A</div><div>Aircraft Damage: Destroyed</div><div>Number of Engines: 1</div><div>Operating Certificate(s): None</div><div>Name of Carrier: DEPT. OF INTERIOR (OAS)</div><div>Type of Flight Operation: Non-scheduled; Domestic; Passenger/Cargo</div><div>Reg. Flight Conducted Under: Part 135: Air Taxi &amp; Commuter</div></div><div><div>Fatal</div><div>Crew</div><div>Pass</div></div><div><div>Serious</div><div>1</div><div>8</div></div><div><div>Minor/None</div><div>0</div><div>0</div></div></div>				
<div style="display: flex; justify-content: space-between;"><div><div>Last Depart. Point: Same as Accident/Incident Location</div><div>Destination: PAGE , AZ</div><div>Airport Proximity: Off Airport/Airstrip</div></div><div><div>Condition of Light: Day</div><div>Weather Info Src: Weather Observation Facility</div><div>Basic Weather: Instrument Conditions</div><div>Lowest Ceiling: 9500 Ft. AGL, Overcast</div><div>Visibility: 10.00 SM</div><div>Wind Dir/Speed: 190 / 009 Kts</div><div>Temperature (°C): 7</div><div>Obstr to Vision:</div><div>Precipitation:</div></div></div>				
<div style="display: flex; justify-content: space-between;"><div><div>Pilot-in-Command</div><div>Age: 63</div><div>Certificate(s)/Rating(s)</div><div>Airline Transport; Multi-engine Land; Single-engine Land;</div><div>Instrument Ratings</div><div>Airplane</div></div><div><div>Flight Time (Hours)</div><div>Total All Aircraft: 12900</div><div>Last 90 Days: Unk/Nr</div><div>Total Make/Model: 1546</div><div>Total Instrument Time: 19</div></div></div>				

The airplane departed under visual flight rules (VFR) for a flight over mountainous terrain. It was tracked by radar from the departure area to the accident site. While climbing at the normal rate of climb to 15,400 feet, the airplane abruptly disappeared from radar. The wreckage was located among pine trees and exhibited evidence of a steep flightpath angle and damage consistent with a stall/spin event. Investigation revealed no indication of airframe or flight control anomalies, and the powerplant and propeller damage was consistent with engine operation at moderate to high power. Evidence indicated that the airplane was free of airframe ice at impact. Postaccident calculations indicate that the airplane was near the maximum certificated gross weight and aft center of gravity limit. The pilot did not maintain instrument flying currency and reportedly avoided instrument meteorological conditions (IMC). Evidence indicated that the pilot did not use oxygen, as required (when flying above 12,000 feet). Ground observations and satellite and Doppler radar imagery indicated widespread cloudiness over the mountains west of Montrose on the day of the accident. Satellite data showed variable cloud tops higher than the airplane's flight altitude in the vicinity of the accident. The radar plot of the aircraft during the climb above 10,000 feet indicated course changes from the southwest to the northwest, back to the southwest and then a sharp turn to the right just prior to the rapid descent.

Brief of Accident (Continued)

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File No. 1846	10/08/1997	MONTROSE, CO	Aircraft Reg No. N12022	Time (Local): 07:23 MDT

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CLIMB

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CLOUDS
3. (F) TERRAIN CONDITION - HIGH TERRAIN
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
6. (F) LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CLIMB

Findings

7. (C) MANEUVER - INITIATED - PILOT IN COMMAND
8. PHYSICAL IMPAIRMENT(ANOXIA/HYPOXIA) - PILOT IN COMMAND
9. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
11. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

12. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
the pilot's failure to maintain sufficient airspeed for undetermined reasons while maneuvering the airplane near the maximum gross weight and aft cg in or near instrument meteorological conditions, resulting in the loss of control and entry into a stall/spin. Factors contributing to the accident were the pilot's improper in-flight planning and decision-making and his failure to use proper stall/spin recovery techniques.